Digitized by the Internet Archive
in 2011 with funding from
Boston Public Library

http://www.archive.org/details/brareport00bost

GOVDOC
BRA
4041

Property of
BOSTON REDEVELOPMENT AUTHORITY
Library

BOSTON PUBLIC LIBRARY

PROJECT ACTIVITIES

The amount of public improvement contracts let by the BRA during this period – $15 million – almost equals the amount of money spent on public improvements from 1960 to 1968.

The popular notion that urban renewal is a thing of the past is soundly refuted by facts which show that the BRA, over the past 18 months, has maintained a level of construction activity that is unprecedented in the 18-year history of the agency.

From January 1974 through June 1975, over $37 million of city and Federal funds has been expended by the BRA on project activities. In addition, more than $10 million was spent on traffic improvements through funds made available by the Massachusetts Department of Public Works and the Federal Highway Administration under the TOPICS and Urban Systems programs. Another $3.4 million was spent on new parks and open space, which funds were received from the Department of the Interior's Bureau of Outdoor Recreation.

The amount in public improvement contracts let by the BRA during this period – $15 million – almost equals the amount of money spent on public improvements from 1960 to 1968.

Public improvements; translated from bureaucratic jargon, simply mean that in some way – whether it is new street lights, new sidewalks, a landscaped mall, or a park – the quality of life in Boston is being enhanced.

To a great extent, however, public improvements are the part of renewal few people notice and even fewer people know about at all.

In the South End Renewal Project, for example, the BRA is building a $6 million pumping station. This facility is designed to pump out the area's storm drain system and thereby alleviate water seepage and flooding which occurs in the basements of South End buildings.

Likewise, in the Waterfront Renewal Project, the BRA is spending $17 million on 11 utility contracts which will result in a separation of storm drains from the area's sewage system. Once this work is completed, the storm drain system will empty into Boston harbor and the sewage will be pumped to the Metropolitan District Commission's sewage treatment facility on Deer Island. For the first time since Boston was a small colonial outpost, sewage from the North End-Downtown section of the city will not be emptying into Boston harbor.

Neither the pumping station nor separate drainage systems have the visual impact of other renewal activities, but there is one aspect of the BRA's redevelopment program which is becoming increasingly evident – 14 parks, costing approximately $50 million and covering over 20 acres of land in Boston's renewal projects.

These parks range in size from the 1300-square foot Tai Tung Park in Chinatown to the 4.5 acre Waterfront Park that will run along Atlantic Avenue from Long Wharf to Commercial Wharf.

Listed below are each of the new parks, along with a brief description:

Titus Sparrow Park
Named after the late neighborhood resident and tennis enthusiast, Titus Sparrow Park will be a fully equipped and landscaped playground in West Rutland Square in the South End. Construction on the two-acre park should be completed by the end of 1975. Cost of the park is $560,000.

Peters Park
Built to replace the old Rotch Playground and named after a South End resident, Peters Playground will provide game areas and recreational activities for South End residents in the East Berkeley Street area. This 2.3 acre playground will be finished by the spring of 1976. Cost is $824,000.

Tai Tung Park
This small park, on the corner of Tai Tung and Tyler Streets in the South Cove, is a resting place adjacent to the 214-unit Tai Tung housing project. The park, built at a cost of $12,000, has benches and trees which provide a welcome respite for the area's elderly residents.

South Cove Plaza
Removal of the MBTA's Tremont Street portal earlier this year paved the way for construction of the one-acre South Cove Plaza on Tremont Street between Stuart and Oak Streets. The $500,000 park will help to upgrade a shopping mall nearby and the surrounding community.

Derby Park
This 5.7 acre park, near Shawmut Avenue and Washington Street, is one of the largest parks started in 1974. The park contains a football and baseball field, basketball courts and passive areas. Cost of the new facility is $700,000.

Trotter School Playground
Construction began in the fall of 1974 on the two-acre Trotter School Playground, located on the corner of Humboldt Avenue and Waumbeck Street in the Washington Park Renewal Project. The $350,000 park, consisting of basketball courts, tot lots and a picnic area, will be completed by late 1975.

Waterfront Park
The 4.5 acre Waterfront Park is considered a new "jewel" in Boston's Emerald Necklace park system. Bounded by the Central Artery and Boston harbor and running along Atlantic Avenue between Long Wharf and Commercial Wharf, this $3.5 million park will undoubtedly equal the Public Garden for the impact it will make on an individual's perception of the city.

Fenway Community Park
Located on Edgerly Road next to the Morville House elderly housing project, this half-acre park is being built, in part, by donations from private sources. The BRA, Arnold Arboretum and community residents have worked closely in designing a facility that will provide much needed open space for the new housing recently constructed in the area.

Watson Park
Watson Park was a vacant lot on the corner of Taylor and Milford Streets in the South End. BRA and community residents worked closely together to create a 1400 square foot "resting park," which was completed in the summer of 1975 at a cost of $45,000.

USS Constitution National Historic Park
A portion of the Charlestown Navy Yard has been set aside for a 30 acre park in the area adjacent to the USS Constitution, thanks to five years of planning and lobbying by the BRA. The $11.5 million project includes the restoration of the 1803 Officers' Club and parade ground, reconstruction of the dry docks, building of the USS Constitution Museum (with private funds), construction of an educational facility and extensive landscaping.

The BRA has also proposed that Building 36, a 19th century granite warehouse, be recycled to serve as the museum portion of the John F. Kennedy Memorial Library. The Trustees of the Library Corporation have expressed extreme interest in this concept and detailed planning to implement the project is now underway.

Plaza Betances
The BRA constructed a plaza, which cost $114,000, adjacent to the elderly housing tower developed by Iquilinos Boricuas en Accion (formerly Emergency Tenants' Council) on West Dedham Street in the South End.

New parks and open space and landscaped malls are but one aspect of the renewal program. In each renewal area over the past 18 months there has also been new housing built, new schools started and major traffic improvements completed . At the same time, the BRA has continued to acquire property and carry out relocation and demolition that is necessary before development can proceed.

Dock Square Park
The statue of Samuel Adams next to Faneuil Hall will soon be surrounded by the 3/4 acre Dock Square Park. The park will include new lighting, trees and benches to provide a resting place for visitors to the Freedom Trail; it replaces several traffic islands and excess roadways. The $2.1 million project, designed by the BRA's Urban Design department, is being funded as part of the State DPW's Urban Systems project to narrow and realign North Street from Dock Square to the Sumner Tunnel entrance.

Liberty Tree Park
This mini-park, located in the city's adult entertainment area, is part of the network of downtown parks the BRA is constructing to upgrade the city's pedestrian system. The 6500 square foot park, which cost $235,000, is located 40 feet from the site of the original Liberty Tree, the rallying point used by Samuel Adams and his Sons of Liberty.

Montgomery Plaza
As part of the ambitious plan to convert the Cyclorama Building (formerly the Boston Flower Exchange) and adjacent buildings into the Boston Center for the Arts, the BRA constructed a landscaped mall along Montgomery Street, in front of the BCA. Opened in fall 1974, the project cost $160,000.

Braddock Park
Existing Braddock Park on Columbus Avenue in the South End is undergoing a $120,000 restoration. Included in the project is the installation of a large gate and a wrought iron fence around the park's perimeter. The half-acre park will also receive new trees, a fountain and brick paving throughout.

Cardinal Cushing Park
The original Government Center Renewal Project called for construction of a chapel on Cambridge and New Chardon Streets by the Archdiocese of Boston. When funding priorities caused a change in the Archdiocese's plans, the BRA began construction of a $500,000 park, which will be named after Richard Cardinal Cushing. The 14,000 square foot park will provide warmth and greenery that is intended as a contrast to the monumental, brick-paved City Hall Plaza.

New parks, open space and landscaped malls are but one aspect of the renewal program. In each renewal area over the past 18 months there has also been new housing built, new schools started and major traffic improvements completed . At the same time, the BRA has continued to acquire property and carry out relocation and demolition that is necessary before development can proceed.

Below, by project, are some of the more significant activities occurring during the period covered by this report:

SOUTH END Construction of the $8.5 million Blackstone Square School (bounded by West Brookline and Washington Streets and Shawmut Avenue) is now underway.

Over $1.6 million in site preparation work is now being done for proposed Carter School on Columbus Avenue.

Site Preparation Contract 33/Over 21 streets are receiving new lighting systems, including Dartmouth Place, Gray Street, Union Park Street, West Canton Street, Worcester Street, and portions of Massachusetts Avenue and Northampton Street. Cost of this work is approximately $412,000.

Site Preparation Contract 19A/Seven existing streets are being reconstructed at a cost of $457,000. The seven streets are Hammond, Kendall, Sussex, Westminster, and Warwick, and portions of Shawmut Avenue and Tremont Street.

Site Preparation Contract E/New sewer mains and storm drains will be installed on 10 South End streets at a cost of $1,746,000. Most of this work is being done on Tremont, West Brookline and Ivanhoe Streets and Shawmut Avenue.

Site Preparation Contract L-1/New water mains are being installed on 16 streets, including Clarendon, Berkeley, Tremont and Warren Avenue. Cost of the contract is $1,098,749.

SOUTH COVE Construction is underway on the $10 million Quincy Community School, which is scheduled for completion in the fall of 1976.

Church of All Nations, a multi-functional community center costing approximately $800,000, will be completed by the end of 1975.

Over $700,000 is being spent by the BRA to install and relocate water mains on Tremont Street between Oak Street and West Shawmut Avenue. The contract also calls for installation of new lighting and street reconstruction in this area.

There is $1.2 million being spent in the area surrounding the new Tai Tung housing complex. Contract calls for installation of lighting and underground sewer and storm drains and tree planting.

CHARLESTOWN Demolition is underway on the MBTA's elevated tracks. The project will be completed by the middle of 1976.

The second phase of Bunker Hill Community College has begun. The $20 million project includes construction of a new auditorium, new street construction, landscaping, and installation of a drainage system, sewers, and new street lights.

Construction of the $3.9 million Judge Gilkmore Bridge, replacing the old Prison Point Bridge, was completed in 1974.

Construction is underway on the Charlestown Recreation Center, with completion expected by the summer of 1976. The recreation center is part of the new Charlestown High School complex.

The $5 million Thompson Square Shopping Center is expected to start by the fall of 1975.

Since January 1974 more than $2.4 million has been spent for street and sidewalk reconstruction, new lighting and landscaping on 24 streets within the Charlestown Urban Renewal Project.

Contracts amounting to $3.5 million and involving similar work on 29 additional streets are planned for 1975.

CAMPUS HIGH Construction of Phase One of the Madison Park Campus High School by the city's Public Facilities Department is underway. Land for the complex was made available to the city by the BRA, which acquired the properties, carried out the necessary relocation and demolished buildings on the site.

A public improvement program costing $800,000 is underway in the area adjacent to the 130-unit Smith House (elderly housing) and the 130-unit Haynes House (mixed income housing). The work includes new streets, new lighting and landscaping to complement these two developments and the 130 new townhouses which will be developed later this year by the Lower Roxbury Development Corporation.

BRUNSWICK-KING Work is now underway on four parks and green areas costing an estimated $550,000 and funded under the Legacy of Parks program. Totaling over two acres, the new parks are the King Middle School park, consisting of tennis and basketball courts; extension of the existing Ceylon Street playground, to include trees, benches and walkways; a natural park with trees, fountains and benches to be located adjacent to the 129-unit Brunswick Gardens complex; and a tot-lot on Fernboro and Intervale Streets.

On a number of streets in the Brunswick-King project new lighting, street reconstruction and tree planting is being carried out at a cost of $700,000.

WASHINGTON PARK Under the Urban Systems program (which provides Federal funds for traffic improvements), a $2.2 million project is being carried out to widen and reconstruct portions of Dudley and Warren Streets at Dudley Square. The work also calls for new signalization of eight intersections.

There are three contracts in execution at the present time for $1.7 million in new street and utility work covering 29 streets in the Washington Park area.

WATERFRONT Realignment of Atlantic Avenue is partially complete and Phase II of that project, costing approximately $1 million, is about to begin. Work will be centered on the area between State and Commercial Streets.

Construction of a new hotel, with 300 rooms and 200 parking spaces, is scheduled to begin in late 1975 on Parcels A-6 and A-7, near Long Wharf.

Construction is underway on a $2.1 million contract to build a public walkway along the water's edge around the Aquarium.

Nine utility contracts, costing a total of $11.3 million, are about to be completed or are underway in the Waterfront Renewal Project. These contracts cover installation of sewer and water mains, new street lighting and landscaping.

KITTREDGE SQUARE Over $500,000 in street and sidewalk construction and utility work is being done on Highland Avenue, Millmont, Cedar and Door Streets.

HOUSING

Between 1968 and 1974 over 7200 units of new housing have been built in renewal projects. Of this number, approximately 2700 units have been low and moderate income housing for the elderly. As of June 30, 1975, there are 1625 units of new housing under construction or about to start construction within a matter of weeks.

Since January 1973, subsidies for new housing construction have been in short supply and this has delayed – and in some cases, halted – the development of housing in renewal areas. Nevertheless, the BRA, working with developers and state and Federal officials, has managed to maintain a solid level of performance in the area of housing development and rehabilitation.

Between 1968 and 1974 over 7200 units of new housing have been built in renewal projects. Of this number, approximately 2700 units have been low and moderate income housing for the elderly. As of June 30, 1975, there are 1625 units of new housing under construction or about to start construction within a matter of weeks.

Two of these projects, the Maverick Square housing in East Boston and the Knights of Columbus housing in the North End, are the first units of elderly housing ever built in these neighborhoods.

The Quincy Towers elderly housing project in the South Cove also represents the first elderly housing project constructed for the Chinese community, and in the West End, a project that predates the BRA and one that aroused much controversy, elderly citizens now live in the 151-unit Amy Lowell House, which is the first elderly housing constructed in that renewal project.

At the same time, the BRA from January 1974 to June 1975 has processed approximately $3.7 million in Section 312 (low-interest) loans for housing rehabilitation for 107 investor-owners in various renewal projects. Those 312 loans will be used to improve and upgrade approximately 290 units of housing.

Construction of new housing is also facilitated through the BRA's power to grant 121A limited dividend corporation status to developers. Under 121A, a developer pays a percentage of gross income to the city in lieu of taxes.

At the present time there are 471 units of housing being built under 121A outside renewal projects in the city. Inside renewal projects, there are 703 units of 121A housing under construction or about to begin.

The following is a listing of housing projects recently completed, underway and about to begin:

SOUTH END

Concord Towers
181 units of elderly housing and low-moderate income housing currently under construction

Newcastle
Rehab of 97 units of low-moderate income housing nearing completion

Vivendas Associates
181 units of low-moderate income housing under construction

Chester Square
Rehab of 29 units of low-moderate income housing recently completed

Tenants' Development Corporation
Scattered site rehab of 184 units of low-moderate income housing – phased construction period is nearing completion

Headstart Housing
156 units of low-moderate income housing to begin in August

CHARLESTOWN

Mishawum Park
337 units of mixed income housing occupied in October, 1974

Charlestown Savings Bank
Construction of 13 townhouses scattered throughout area is underway

In Charlestown, there have also been approximately 35 single-family homes constructed on land conveyed to individuals by the BRA

CAMPUS HIGH

Lower Roxbury Development Corporation
Smith House – 130 units of elderly housing is completed
Haynes House – 130 units of low-moderate income housing is completed
Madison Park Townhouses – scheduled to get underway in late 1975

EAST BOSTON

Maverick Square NDP
300 units of elderly housing completed in the summer of 1975

FENWAY

Symphony Plaza East
173 units of elderly housing will start in the fall of 1975

Symphony Plaza West
201 units of low-moderate income housing will start in the fall of 1975

WATERFRONT

Mercantile Wharf Building
Rehabilitation of warehouse building for 121 units of mixed income housing is underway

Parcel C-2-b
Ausonia Council-Knights of Columbus-development of 150 units of elderly housing is underway

Parcel C-2
Rehab-multiple developers of a total of 100 units of mixed income housing, some completed and some still underway

Parcel C-2-e
110 units of elderly housing to begin construction this fall

SOUTH COVE

Quincy Tower
162 units of elderly housing now under construction

WEST END

Amy Lowell House
150 units of elderly housing recently completed

Charles River Park
Over 700 units of market rental housing under construction

PLANNING

Now functioning full-time in all the city's neighborhoods and working closely with Little City Hall Managers, other BRA staff, and City departments, the District Planners over the past 18 months have been involved in a variety of activities of both city-wide and local importance.

COMMUNITY PLANNING

In 1960, when Boston was gearing up for urban renewal, the City Planning Board was abolished and its functions were absorbed by the BRA. With planning and development responsibilities combined within a single agency – one whose mandate was to carry out redevelopment within specified geographical areas of the city – it was an obvious fact of life that the BRA's planning efforts were focused on planning for the renewal projects. The districts, both residential and commercial, outside the boundaries of the projects, as well as matters of comprehensive planning such as transportation, open space, housing and commercial development, held a secondary place.

A greater emphasis on neighborhood planning emerged in 1968, however, with the establishment of the District Planning Program. It coincided with the commitment on the part of the newly elected Mayor, Kevin H. White, to devote more of the City's attention and resources to the neighborhoods.

The District Planning Program initially provided planning services to only a few neighborhoods. It had to contend with limited funding, and planners also were viewed with some suspicion by communities to whom the BRA symbolized only urban renewal – and only what they considered to be its negative aspects.

In time, however, this perception of the BRA changed. Neighborhood groups discovered that, in fact, the District Planners were a constructive resource. As trained professionals, they had expertise that could help a neighborhood define and seek solutions to a variety of problems, ranging from zoning changes and open space planning, to street lighting and tree planting, to the need to have community input in privately planned development. The planners could serve as a liaison to City departments, other BRA technical staff, and other agencies which had potential solutions to community concerns. The planners were not, after all, imposing ready-made plans but instead were helping communities determine goals and evolve plans for themselves.

In March 1974, the BRA requested from the Boston City Council an increase of 40 percent in its city planning budget so that more planners could be hired and a planner assigned to each of the 18 planning districts. That request was supported by letters from more than 25 community groups throughout the city, all of whom urged the City Council to approve the BRA's request.

Community planning at the BRA came of age when the City Council readily agreed with the sentiments expressed in those letters and granted the planning budget increase.

Now functioning full-time in all the city's neighborhoods and working closely with Little City Hall Managers, other BRA staff, and City departments, the District Planners over the past 18 months have been involved in a variety of activities of both city-wide and local importance.

In every planning district in recent months, the planners have participated with community groups in voicing neighborhood priorities for improvements to the City administration. This information has helped the city's Neighborhood Development Council (which advises the Mayor on such matters) to determine the most effective allocations of funds available under the Federal Community Development Block Grant (CDBG) and city Capital Improvement Program (CIP).

The planners have also been actively involved in the detailing of programs that are being established under CDBG, such as the Housing Improvement Program (which provides 20 percent cash rebate to homeowners for the cost of repairs that bring their property up to code standards) and the program to demolish vacant buildings in the city's neighborhoods.

To complement the CDBG activities, the city's capital budget and ongoing planning concerns, the planners have prepared draft planning documents for each neighborhood which outline present conditions and possible strategies for neighborhood stabilization and improvement. These reports are being reviewed by community groups and also are providing valuable information to city departments and service agencies.

In response to concerns expressed by merchants throughout the city's local commercial districts, the District Planners have participated in the establishment of a city-wide Commercial Center Revitalization Program which will coordinate spending of CDBG and CIP funds in business areas. The program will also provide a business advisory service to local businessmen, increase police protection in local shopping areas, and provide design assistance to encourage storefront rehabilitation.

The planners also participated with City departments in the formulation of a proposed "homesteading" program of HUD-owned properties and other deep incentive activities to be implemented to encourage housing maintenance and homeownership.

On an on-going basis, the planners review and coordinate for their respective districts all private development proposals submitted to the BRA for approval for zoning variances, Planned Development Area designation, and Chapter 121A projects to ensure that such developments are consistent with neighborhood goals, objectives and policies.

The goal throughout District Planning activities, in sum, is to support and enhance the efforts of Boston's neighborhoods to

Legislation creating a Boston Landmarks Commission was approved by the Mayor and City Council in June 1975, after several years of discussion and redrafting. The Preservation staff, in addition to helping formulate the initial legislation, obtained endorsement of the bill from 30 local organizations and coordinated public support. They also worked closely with opponents to the bill to arrive at a mutually satisfactory version.

maintain and increase their desirability and viability as places to live and do business.

A sampling of activities in individual planning districts over the past 18 months illustrates the scope and variety of assistance that the District Planners provide to the neighborhoods:

- A planning and design review study was conducted to assist the East Boston community in understanding Logan Airport's development and expansion plans
- Reuse potential of vacant land in South Boston was studied and the compatibility of possible new uses with the surrounding community was evaluated. This resulted in the City's acquisition of land for a long-awaited parking garage in South Boston's commercial center
- An initial study of a potential new heavy truck route through South Boston's industrial area was conducted. The proposed route would divert truck traffic from residential streets and facilitate the redevelopment of the Naval Annex's industrial properties
- Field surveys and studies of abandoned, dilapidated and foreclosed buildings in the Mattapan/Franklin Field district were undertaken in an effort to find ways of attracting homebuyers to the area
- A plan for the reuse of the Charlestown Navy Yard was developed that included a proposal to locate the Kennedy Library in the historic portion of the Yard
- A socio-economic analysis of the North End community was completed. It is providing the foundation for a more meaningful dialogue between the neighborhood and City departments and agencies
- A development program for the Columbia Point Peninsula in Dorchester was proposed, including housing, recreational and open space, and commercial activity
- Development and expansion plans of the institutions in the Mission Hill Medical Area were surveyed and published to enable the surrounding community and the institutions themselves to work for compatible, coordinated development
- Through coordination with the developer, community groups, BRA zoning staff, and city departments, a successful resolution of disagreements was achieved regarding the development of the Cabot Estate in Jamaica Plain. Construction of a condominium development on the site is now underway
- A Survey and Planning Grant application was prepared and submitted to the state Department of Community Affairs for Blue Hill Avenue in Roxbury, the first step toward establishment of a state-aided urban renewal project in that area

PRESERVATION PLANNING

The Preservation Planning staff has been occupied with a variety of activities of a city-wide and local nature.

Applications were prepared for six historic burying grounds, two districts, and 11 historic structures for submission to the National Register of Historic Places. Among these were the Park Street District, the Blake House in Dorchester, the Ames and Winthrop Buildings in downtown Boston, Symphony Hall and Horticultural Hall in the Fenway, St Stephen's Church in the North End, and the Youth's Companion Building in South Cove.

Preliminary applications for preservation grants totalling $12.2 million were submitted to the National Park Service on behalf of the City of Boston and the private owners of a number of historic structures in the city.

Various materials to increase public awareness of and appreciation for Boston's distinctive architectural and urban design characteristics were prepared and distributed to appropriate audiences. The documents included the Broad Street "broadside" for the Custom House District; "The Metropolitan Theater," describing the history and design of the present-day Music Hall, which the BRA has proposed to expand and adapt as a new opera facility; and a pamphlet on the historic Rope Walk in the Charlestown Navy Yard. In addition, information was prepared on the Waterfront to be incorporated in proposed Waterfront Park and Dock Square information kiosks, and materials were prepared for the "Green and Blue" map of historic parks and open space in Boston to be published by Boston 200 as part of the Boston Urban Wilds program. Technical assistance was also provided to the Beacon Hill Civic Association in its preparation of the "Beacon Hill Architectural Handbook."

Extensive effort went into working for the passage of the Congressional bills creating the Boston National Historic Park, which was finally authorized by Congress on October 1, 1974. Preservation Planning staff hosted a Congressional tour of the sites in the proposed park (Old North Church, Old South Meeting House, the Old State House, Charlestown Navy Yard, Faneuil Hall, the Paul Revere House, and the Bunker Hill Monument), and attended hearings on the bill in Washington. They worked with the Massachusetts Congressional delegation in obtaining the Fiscal 1976 appropriation for the park, and also participated in the master planning phase of the park with the National Park Service, which will administer the park sites.

"Conservation in Downtown Boston," a study funded by a special HUD comprehensive planning grant, has resulted in the completion of an inventory of downtown buildings and the preparation of a topographic history of the downtown. The staff also developed a new and sophisticated system for evaluating the architectural significance of individual buildings and the important urban design characteristics of districts and groups of buildings. In addition, a detailed analysis of building types and the identification of a total of 18 architectural styles found in the downtown were done.

Legislation creating a Boston Landmarks Commission was approved by the Mayor and City Council in June 1975, after several years of discussion and redrafting. The Preservation staff, in addition to helping formulate the initial legislation, obtained endorsement of the bill from 30 local organizations and coordinated public support. They also worked closely with opponents to the bill to arrive at a mutually satisfactory version. The bill now requires enactment by the General Court.

Technical assistance was provided to a number of neighborhoods concerned with the maintenance of their architectural and historic character, including Charlestown, Beacon Hill, Dorchester Lower Mills, John Eliot Square in Roxbury, and Bay Village. Assistance was also provided to BRA staff involved in the Boston Urban Wilds program, the Central Artery depression feasibility study and the study now being conducted on incentive zoning.

TRANSPORTATION PLANNING

The major functions of the Transportation Planning staff cover the areas of overall transportation policy support, programming, project development, and community transportation planning. Since the BRA does not build or operate transportation systems itself, the staff plays an important advocacy role to ensure that available funds are used by the implementing and operating agencies to the benefit of transportation in the city. Transportation planning activities, therefore, are carried out with a high degree of liaison and cooperation with other City departments, state and Federal agencies, and community groups, as well as other BRA staff.

A significant portion of Transportation Planning activity reflects community needs or desires. For example, a transportation plan for the South End, completed this year, was prompted by the community's concern for the impact of heavy traffic on residential streets.

Policy

As a continuing involvement, the Transportation Planning staff participates in the Joint Regional Transportation Committee (JRTC), which is the central advisory group for all transportation plans in the Boston region. The BRA is thus regularly involved in the deliberations and sub-committee work of JRTC, dealing with a wide variety of issues affecting transportation in Boston.

Over the past year, the Transportation Planning staff has been especially involved in discussions and recommendations regarding the Environmental Protection Agency's Transportation Control Plan to achieve clean air standards for the Boston region. The plan has recently been promulgated, and the Transportation Planning staff will continue to have a role in its administration.

Other policy matters that are receiving attention include the Master Plan for Logan Airport now being developed by Massport, and Southwest Corridor planning issues which range from intercity rail service to city streets.

Programming

In order to achieve desired transportation improvements, projects must receive funding from several available sources on a priority basis. The Transportation Planning staff is active in the identification of needed work and the assignment of priorities. Within the last year, for example, overall street improvement priority lists have been assembled in cooperation with the Mayor's Office, the Traffic and Parking Department and the Public Works Department, and have been submitted to the Massachusetts Department of Public Works. These lists provide a basis for the state-level allocation of funds for which Boston is eligible.

A transit development program for the Boston region has been initiated through the JRTC and its sub-committees. The Transportation Planning staff is working to see that transit plans and designs can be fostered in the best interests of the city.

Project Development

Once projects have been identified and related to possible funding programs, alternative plans must be developed and studied, design work carried out, and the project put into execution. Depending on the nature of the project, the Transportation staff plays a varying role, ranging from the review of work by other agencies or contractors, to full responsibility for all aspects of a project.

A variety of projects has been dealt with in the last 18 months, such as the Central Artery Feasibility Study, the South Station Transportation Center, Lafayette Place and the myriad transportation issues it entails, Park Plaza, and many street projects such as North Street/Dock Square in the downtown, Huntington Avenue and Massachusetts Avenue in the Fenway, and City Square in Charlestown. Projects in the initial planning or environmental assessment stage include the Seaport Access Road in South Boston and the Chelsea Street/Water Street connector coupled with a Little Mystic Channel bridge in Charlestown.

Planning support has also been given to Boston 200 in a number of ways ranging from the design and location of street signing to the location of tour bus parking.

Neighborhood Transportation Issues

A significant portion of Transportation Planning activity is initiated by expressions of community needs or desires. A major example is a transportation plan for the South End, completed within the last year, which was prompted in large part by South End residents' concerns for the impact of heavy traffic on residential streets in the area. The issues raised in this plan are reflected in the attention now being given to urban design elements in current planning work to improve Tremont Street and Columbus Avenue, with the participation of the South End community.

Planning and project development in the Southwest Corridor is aimed at the realization of community goals in development, transportation, and environmental areas. Planning for the Corridor affects a large area of Boston, in fact most of the city lying south of the Massachusetts Turnpike. The Transportation Planning staff is working with city and state agencies and all the community groups involved to develop the best combination of improvements for the individual neighborhoods as well as for the city as a whole.

Other neighborhood transportation planning activities have included proposed bus service to parking garages for Beacon Hill and Waterfront residents, traffic improvements in East Boston, and planning for the restoration of trolley service in Allston/Brighton.

ZONING

The BRA's Zoning staff provides assistance to the District Planners in reviewing specific requests for zoning variances and other approvals in individual neighborhoods. It is also instrumental in formulating and seeing through the Zoning Commission amendments to the Zoning Code that have application city-wide. In the last 18 months, amendments have been enacted that:

- Make private clubs a conditional use (requiring a public hearing) in multi-family and local business areas
- Make additional restaurants and bars conditional uses on the commercial streets of the Back Bay
- Established a special "adult entertainment" district on lower Washington Street in the downtown and made such activity a forbidden use anywhere else in the city
- Amended the Boston Sign Code (which is part of the Zoning Code) to allow public purpose signs, such as historic markers, in residential districts
- Changed the Boston Sign Code regulations, at the request of the Massachusetts Sign Contractors Association, to facilitate administration of the code
- Make lodging and boarding houses a conditional use in apartment districts
- Require a property owner to reapply for a conditional use permit if he wishes to reactivate a conditional use that has not functioned for two consecutive years.

In its advisory capacity to the Back Bay Architectural Commission, the Zoning staff also worked to obtain approval by the General Court of the expansion of the boundaries of the Back Bay Architectural (formerly called Residential) District. The boundaries were extended to include not only Beacon and Marlborough Streets and Commonwealth Avenue, and the cross streets from Arlington Street to Charlesgate, but also Newbury and the north side of Boylston Street from Dartmouth Street to Massachusetts Avenue.

DOWNTOWN DEVELOPMENT

The strongest statement of confidence in the economic future of downtown Boston and its viability as an office, retail and tourist center was the announcement April 16, 1975, of a new hotel-retail-office complex to be called Jordan Marsh/ Lafayette Place.

Despite double-digit inflation, scarcity of mortgage money and economic recession, the pace of development in downtown Boston has remained strong in 1974 and 1975.

The strongest statement of confidence in the economic future of downtown Boston and its viability as an office, retail and tourist center was the announcement April 16, 1975, of a new hotel-retail-office complex to be called Jordan Marsh/ Lafayette Place.

The $220 million project will be undertaken by Jordan Marsh, Boston's oldest and largest retail store, and SEFRIUS, a Paris-based development firm which has built housing, resort, retail and office developments throughout Europe, Asia and South America.

Key components of the project include:

- Major reconstruction of the Jordan Marsh downtown store. Cost is $35 million.
- A 300,000 square foot retail center which will contain specialty shops and boutiques and also include a major department store of 160,000 square feet.
- A 750-room convention hotel to be built on top of the retail center.
- Phased development of three or four medium-rise office buildings which will also be constructed on top of the retail center.
- Estimated cost of the retail-hotel-office complex is $150 million.
- A 1500-car parking garage which will be built by the City of Boston in the Kingston-Essex Street area of downtown. The garage, which replaces three obsolete parking garages scheduled for demolition, will be linked to Lafayette Place by a pedestrian bridge across Chauncy Street. Cost is $18 million.
- The BRA will carry out a downtown pedestrian improvement program which will involve the "greening" of downtown through a series of mini-parks and landscaped plazas throughout the retail and financial districts. Major features of the program include construction of New Essex Street and modification of Washington Street into a landscaped mall, with one moving lane and one service lane for vehicular traffic. Cost is $12 million.

The project area, which covers six blocks in the heart of Boston's retail district, is being assembled by a combination of private acquisitions and public actions.

A portion of the Lafayette Place site will be assembled by SEFRIUS through acquisition of two Jordan Marsh properties, the Bristol Block and the Annex Building.

In addition, the Boston Redevelopment Authority will convey to SEFRIUS the land which makes up the Bedford-West Urban Renewal Project, which is the former site of the R. H. White store.

SEFRIUS will acquire the remainder of the site by purchasing from the City of Boston the Hayward Place Garage and portions of city streets in the area.

The first phase of the project – which is now underway – calls for demolition of the Bristol Block. The Annex, which is the other Jordan Marsh property being sold to SEFRIUS, will not be demolished until 1978.

The project will have two levels underground, and one of these levels will tie in with improvements planned by the MBTA for creation of a fare-free zone to permit shoppers direct access from Filene's and Kennedy's beneath Summer Street to Jordan Marsh and Lafayette Place.

In February 1976, Jordan Marsh will begin demolition of the Main and Shuman Buildings, which now front on Washington Street. It is on this site in June 1976 that Jordan Marsh will build a new facility.

Thus, Jordan Marsh will be consolidated on the block bounded by Avon, Summer, Washington and Chauncy Streets when the new store is completed in October 1977.

An important design feature of Jordan Marsh/Lafayette Place is a planned truck tunnel off Chauncy Street to accommodate the service functions for both Lafayette Place and Jordan Marsh. As a result, the heavy truck traffic which now clogs up Chauncy Street will be eliminated.

FANEUIL HALL MARKETS

It is anticipated that the Jordan Marsh/ Lafayette Place development will strengthen considerably Boston's role as the regional shopping center.

At the same time the restoration of the Faneuil Hall Markets, which is part of the BRA's Waterfront Renewal Project, will, increase by six acres Boston's retail district and restore as a shopping/commercial complex a part of the city that predates the retail area on Washington Street.

It was the Faneuil Hall area which from colonial times served as Boston's market place. Over the course of two or more centuries, the Faneuil Hall Markets evolved into a wholesale district. With the advent of trucks and automobiles, however, the area became congested with traffic and no longer functioned as the crossroads of commerce it had been when Mayor Josiah Quincy in 1826 reclaimed part of the town dock and built the markets on filled land.

The BRA, in anticipation of receiving these funds, has moved on several fronts to implement the South Station renewal program.

The wholesalers have now been relocated to newer, more efficient quarters outside the city and the exteriors of the market buildings have been restored to their original architecture. The Rouse Company of Columbia, Maryland has been designated developer of the project, and last February, the long struggle to revitalize Boston's market district reached a significant milestone when The Rouse Company signed a 99-year lease with the BRA for the North and South Market Street buildings and the copper-domed Quincy Market building.

The ground floors of the buildings will house small shops, and a variety of restaurants and boutiques. The upper floors will be rented as office space.

The streets between the buildings will be discontinued and South Market Street will serve as the principal thoroughfare of the Walk to the Sea, a pedestrian pathway which will link the new, ultra-modern Government Center to the waterfront park at the edge of the harbor.

OFFICE

Because Boston's economy is based on high-grade service activities, such as finance, education, research and law, the construction of new office space is an accurate index of the city's economic health.

Economic gains made since 1960 are reflected in the fact that over half the office space in downtown Boston today is less than 15 years old.

To cite an even more impressive statistic: There is under construction in Boston today approximately eight million square feet of office space, which is an amount equivalent to all the office space built between the years 1960 and 1970.

Of equal importance, the market for office space in downtown remains healthy. The overall office vacancy rate has gone from a high of 8.8 percent in 1971 to 7.4 percent in recent months, with a record of amount of 1,358,000 square feet leased over the first six months of 1975.

Noteworthy among the recent office developments downtown are the first two buildings to be built in the South Station Urban Renewal Project: Stone and Webster, completed in early 1975, and 175 Federal Street, now underway. Stone and Webster, in particular, is an important development because the firm had given serious consideration to relocating to a suburban location.

However, the BRA was able to convince officials from Stone and Webster that the advantages of a downtown location far outweighed the possible benefits to be found in the suburbs.

SOUTH STATION

Construction of the Transportation Center at South Station is entirely dependent on the availability of Federal funds. While legislation has been enacted to make funds available to cities, such as Boston, which are in the process of converting rail terminals to transportation centers, appropriations have not yet been made to fund the program.

Nevertheless, the BRA, in anticipation of receiving these funds, has moved on several fronts to implement the South Station renewal program.

Work is now underway on the first phase of restoration of the South Station Headhouse, the curved portion of the terminal building facing Dewey Square. That $800,000 contract also covers demolition of parts of the five-story terminal's east wing.

The contract calls for a general clean-up and face-lift of the 77-year old headhouse (recently placed on the National Register of Historic Places) in order to provide commuters and travelers with more pleasant surroundings during the five-year period in which the terminal is being built.

Phase II of the restoration project, now in the planning stages, includes the conversion of the 50,000 square feet of above ground floor space into first class office space, repairing of the main clock overlooking Dewey Square and general surface clean up of the immediate area.

In addition, the BRA has completed construction of a $300,000 temporary commuter bus terminal at South Station. The new bus terminal will consolidate downtown commuter buses into one central location thereby providing faster and more accessible service as well as relieving the bus traffic congestion on the city's streets. The terminal replaces the bus stops on Chauncy Street, near Jordan Marsh, and the Essex Street stop in front of the Essex Hotel.

A requirement of the Federal legislation which provides funding for transportation centers is that the agency applying for those funds have the clear-cut authority to build and own such a facility. Accordingly, the BRA this year filed legislation to amend the state urban renewal law, and in September, the Governor signed the bill into law. The measure authorizes a renewal agency in a city with population of more than 150,000 to "own, construct, finance and maintain intermodal transportation terminals within an urban renewal project."

Another action taken by the BRA over the past year was completion of a $245,000 environmental impact study for the transportation center. The EIS also clears the way for over $4.5 million in public improvements which will be carried out in the South Station area over the next year.

Another major improvement planned to alleviate the conflict in auto-pedestrian traffic in the Dewey Square area is a proposed 700-foot walkway leading from the South Station terminal to the vicinity of the Blue Cross-Blue Shield building on Summer Street with drop-off points located at regular intervals.

The thrust of the program is to restore some balance to the age-old conflict between pedestrians and automobiles in downtown Boston, with portions of downtown streets being reclaimed from the auto and returned to the pedestrian. The automobile is not being banned in Boston, but the streets are going to be returned to the people wherever possible.

PARK PLAZA

Few projects in Boston have had a more colorful history than Park Plaza, proposed five years ago to rejuvenate the Park Square area with housing and commercial development. While Park Plaza has not made headlines in the past year, work by BRA staff and consultants on a complex environmental analysis has moved the project forward

A key element in the environmental review process has been consideration of design alternatives for Park Plaza. These alternatives, produced by the BRA's Urban Design staff (with cooperation from the developers, Boston Urban Associates, and the Civic Advisory Committee), have been instrumental in helping reduce the controversy that has surrounded the project. In addition, the alternatives have helped clarify one of the basic Park Plaza issues: what density is required to make the project economically feasible.

The economic feasibility of the project has always hinged on the cost involved in assembling the site. Since the developers are bearing the full cost of acquisition, relocation and demolition, the project has been one which required a density that raised objections from residential neighborhoods located near the project.

However, a breakthrough occurred in May 1975, when the Commonwealth of Massachusetts, at the suggestion of the BRA, announced that it would use Urban Systems funds to carry out the Charles Street improvements and that it would build a major office building for the Department of Transportation in the Park Square area.

The commitment on the part of the Commonwealth is a significant contribution towards the economic viability of the project and contributes to alleviating community concern over the density of the development

The environmental analysis has now been completed and submitted to the appropriate state agencies, where prompt action is anticipated. The new design alternatives have been presented to community groups and business organizations for their review, and have been generally well received. Thus, there is a good possibility that Park Plaza could be underway within the year.

PEDESTRIAN IMPROVEMENT PROGRAM

The development activity downtown is taking place within the context of a BRA program to enhance and strengthen the natural assets of Boston, its pedestrian scale and its unique architectural character.

In conjunction with the Lafayette Place project, the BRA will undertake a $12 million pedestrian improvement program for the Central Business District.

The thrust of the program is to restore some balance to the age-old conflict between pedestrians and automobiles in downtown Boston, with portions of downtown streets being reclaimed from the auto and returned to the pedestrian. The automobile is not being banned in Boston, but the streets are going to be returned to the people wherever possible.

Moreover, the addition of trees and new lighting will dramatically transform the shopping environment downtown. Landscaped plazas, with street furniture, will make it possible to rest and enjoy the vitality of Boston's shopping area. No longer will pedestrians on Washington Street have to contend with sidewalks which are so narrow and so crowded they amount to little more than obstacle courses.

A mall for Washington Street is the central element of the program. A pilot project—widening the sidewalks on the western side of the street between Winter and School Streets—will begin in 1976, but construction of the entire mall will be deferred until completion of Lafayette Place, the Lafayette Garage, and New Essex Street.

The mall design will allow for one lane of traffic and one loading lane. Between Essex and School Streets, Washington Street will be resurfaced with attractive brick paving from storefront to storefront. The sidewalks on the rest of Washington Street, from Kneeland to Court Street, will be repaved to match the mall. New lighting and landscaping will also extend the length of Washington Street. The cost of the complete mall is estimated at $2.3 million.

A new Essex Street, to be 33 feet wide, will be created from Lincoln to Washington Street to facilitate access into the Central Business District from the Dewey Square-South Station area, as well as to service the new parking garage. This project will get underway in August 1978, and will cost $6.1 million.

Throughout the Central Business District a network of mini-parks and landscaped plazas will be created, along with the installation of new lighting and construction of new sidewalks

Four landscaped plazas will be created at McKinley, Liberty and Phillips Squares and the Old State House. These open spaces will be similar in function and design to the Boston Five Cents Savings Bank Park. Post Office Square will be redesigned to include additional landscaping, seating, and kiosks.

Pedestrian circulation will also be enhanced by widening sidewalks on Broad, Franklin, and Summer Streets. This program also includes new lighting and landscaping.

Overall facelifting of downtown streets will involve new lighting and brick sidewalks along 23 blocks concentrated in the area between Tremont and Devonshire Streets.

Total cost of these improvements, to be phased over the period 1975 to 1979, is $3.6 million.

HISTORIC PRESERVATION

Boston has a new skyline, symbolic of the city's economic growth over the past decade. But Boston has not allowed progress to root out its singular character and charm, due in great part to the BRA's effort in preservation.

Ever since the renewal program began in Boston, the BRA has been faced with the challenge of preserving Boston's historic legacy while trying to redevelop areas and/or facilities which have deteriorated or grown obsolete.

Boston has a new skyline, symbolic of the city's economic growth over the past decade. But Boston has not allowed progress to root out its singular character and charm, due in great part to the BRA's efforts in preservation.

The most obvious example of the BRA's commitment to historic restoration is, of course, the Faneuil Hall Markets project. The project is important because the BRA, while restoring the buildings' 19th century exteriors, is also enabling them to function in the Boston of today. In short, the Markets represent the BRA's determination to make historic preservation something more than fixing up buildings to serve as museum pieces.

By finding new uses for old buildings, the BRA has also been able to lessen, and sometimes eliminate, the potential for conflict between those who want to preserve the past and those who feel that the need for economic expansion supercedes historic preservation.

How economic considerations can, in fact, complement preservation is illustrated by the Boston National Historic Park and the BRA's involvement in working for Congressional passage of that bill.

Historic shrines in Boston, such as Faneuil Hall and the Old State House, are an economic asset to the city in that they help attract tourists to Boston. But these buildings, many of which are owned by the city, require extensive maintenance to withstand the impact of heavy tourist traffic.

The National Historic Park Bill called for the National Park Service to assume management of the landmarks, which also include the Old North Church, Old South Meeting House, the Paul Revere House and Bunker Hill Monument. That bill, signed into law by President Ford last October, also calls for creation of a National Historic Site in the area of the Charlestown Navy Yard adjacent to the USS Constitution. The impetus for creation of that park came from a BRA study of possible reuse options for the Navy Yard when it was deactivated by the Defense Department.

The BRA's efforts in promoting the restoration of Old City Hall and Sears Crescent for office and commercial use has helped set in motion similar projects both within and outside of renewal projects throughout the city.

In the Fenway, for instance, the original renewal plan called for demolition of the old Back Bay Police Station. However, when the Institute of Contemporary Art was looking for new quarters, the BRA modified the Fenway renewal plan so that the 19th century police station would be retained and arranged to lease the building to ICA for 99 years.

ICA has now rehabilitated the building and galleries and exhibition space featuring contemporary art have replaced the coal rooms, jail cells and drill hall in the old police station.

Likewise in the South End, the BRA has been a moving force in the ambitious plan to convert the Cyclorama, formerly the site of the Boston flower exchange (and once the training quarters of John L. Sullivan) into an art center, the Boston Center for the Arts.

Significant progress was made on the project over the past year. A $1.5 million grant from the City of Boston's George Robert White Fund is helping to renovate the National Theatre, which adjoins the Cyclorama. The surrounding area was also improved considerably when the BRA built a new mini-park, Montgomery Plaza, in front of the BCA.

Another recycling project which has attracted wide attention is the conversion of the former Record-American building into contemporary office space. The project was carried out by a private developer, but the BRA was deeply involved in helping to preserve the building from demolition.

When the Record-American moved to new quarters, the old building in Winthrop Square was put on the market and it was expected that real estate interests would purchase the building, demolish it, and eventually construct a high-rise office building on that site.

However, the BRA informed potential developers that the building should be preserved and that anyone who purchased the building would not receive necessary approvals from the BRA to allow new construction. Consequently, few developers made any attempt to purchase the building and it was sold to the one developer who was interested in recycling it.

Restoration has also met with success in Charlestown where rehabilitation has been carried out on five historic buildings in the Thompson Square area, including the Warren Tavern, one of the oldest buildings still standing in Charlestown.

And on the waterfront, the first 12 buildings in the C-2 parcel have been converted from 19th century warehouses into 54 units of new housing, with work beginning on 18 more buildings of the same type on the next street.

A block away from the C-2 properties, the Mercantile Building, a monumental granite structure which dates from 1857, is now being converted to 121 units of housing, of which 25 percent will be for low-income tenants.

RESEARCH

A report conducted by the San Francisco consulting firm, Grifenhagen and Croker, said, "Compared to other cities researched, the Research Department of the Boston Redevelopment Authority represents the most sophisticated and systematic economic analytic capacity seen anywhere. The BRA unit functions partly as an academic "think tank" and partly as staff to the Mayor when called on to perform specific problem-oriented analysis."

The work of BRA planners and development staff rests on the foundation of data produced by the Research Department in its analysis and evaluation of information on economic trends and demographic changes, both in the city and the nation at large.

In addition, the Research Department has a role in trying to ascertain future directions and possible strategies with regard to developing policy on future growth.

Specific assignments for the department have involved the economic impact analysis for the Park Plaza project and for Jordan Marsh/Lafayette Place.

The Research Department also produced the housing improvement strategy which is at the heart of the Mayor's Community Development Block Grant program.

The Research Department disseminates its findings in the form of numerous publications, and since January 1974, more than 20 research reports have been issued.

A Research Department activity of particular significance during this period of time was the Boston Project, a series of seminars jointly sponsored by the BRA, Massachusetts Institute of Technology and the Urban Dynamics Advisory Committee. These seminars, held weekly during the winter of 1973-74, involved BRA staff, individuals from the private sector and officials from other government agencies, as well as members of the academic community.

The Seminars afforded an opportunity for a rare interchange of ideas and opinions on virtually every topic affecting the future of the city.

An indication of the Research Department's capability is included in a study done for the Department of Housing and Urban Development on the economic planning being done in various American cities. That report, conducted by the San Francisco consulting firm, Grifenhagen and Croker, said, "Compared to other cities researched, the Research Department of the Boston Redevelopment Authority represents the most sophisticated and systematic economic analytic capacity seen anywhere. The BRA unit functions partly as an academic "think tank" and partly as staff to the Mayor when called on to perform specific problem-oriented analysis."

RESEARCH DEPARTMENT PUBLICATIONS AVAILABLE FOR DISTRIBUTION

	Price
1. Background to Planning for the Development of Boston's Southwest Corridor. March 1974.	$ .50
2. Background to Planning Boston's Navy Yard Reuse. February 1974.	.50
3. Jobs, Manpower and Education. January 1974.	1.00
4. Toward a Housing Policy and Program for the City of Boston. January 1974.	1.00
5. A Call for Help and Collaboration in Planning and Development for Boston's Future. January 1974.	.50
6. Boston's New High-Rise Apartments: A Study of the Residents and Their Preferences. January 1974.	2.00
7. New Directions for our Cities in the Seventies. January 1974.	1.00
8. Planning for Boston's Neighborhoods. December 1973.	1.00
9. The City: Sandbox, Reservation, or Dynamo? Winter 1973.	1.00
10. Planning and Development for Boston's Future; A Progress Report. November 1973. *Preliminary Draft*	1.00
11. Background to Planning for Boston's Downtown. November 1973.	.50
12. Financing the Downtown Plan. November 1973.	.50
13. Our Cities in the Seventies and the Forrester Model; The Case of Boston Where It All Began. November 1973.	1.00
14. Boston's Population; Reversal of Two Decades of Population Decline, Rebirth of the City as a Place to Live, Emergence of New Age Structure and Neighborhood Patterns. July 1973.	2.00
15. Cultural and Performing Arts Facility Development Program Policy Guidelines and Recommendations, City of Boston. July 1973. *Draft Report*	1.00
16. Projections of the Secondary School Age Population of Boston for 1980 and 1990. May 1973.	1.00
17. Community Renewal Program; City of Boston (Project Completion Report) May 1973.	1.50
18. Boston Development Profile and Potentials Facts and Figures on Boston; State of the City as of Fall 1973. September 1973.	.50
19. Boston's Development Prospects. Commitment to the City's Future. January 1973.	1.50
20. A Demographic Revolution: The Impact of Office Building and Residential Tower Development in Boston. December 1972.	1.50
21. The Prudential Towers and Charles River Park Apartments: The Effect of High Rise on Boston's Population. July 1970.	.50
22. A History of Boston's Government Center. June 1970.	.50
23. Government Center. February 1970.	.50
24. The Prudential Center, Part Two. Its Effect on the Surrounding Area. December 1969.	.50
25. The Prudential Center, Part One: Its Direct Impact on Boston. September 1969.	.50
26. Washington Park. October 1969.	.50
27. Boston's Office Industry. Office Space Demand and Supply, Past and Projected. Summary Tables and Charts. December 1973.	1.00
28. Condominium Policy in Boston (Statement prepared for the March, 1974 issue of the Massachusetts Rental Housing Association *Bulletin*)	.50
29. Boston's Transportation Program. April 1974.	1.00
30. The Role of Boston's Public Facilities and Capital Improvements Program. May 1974.	$1.00
31. Boston's Tax Strategy, The Fiscal Experience of the City. May 1974.	1.00
Appendices – For above. (Tables). May 1974.	.50
32. New Housing Production in Boston (Summary). May 1974.	.50
Statistical Listing for above. May 1974.	2.00
33. Policy Statement on Tax-Exempt Property and Institutional Growth. February 1974.	.50
34. Residential Property Market Values in Boston. 1973.	1.50
35. Housing in Boston: Background Analysis and Program Directions. June 1974.	5.00
36. The People of Boston and Their Neighborhoods.	1.00
37. New Directions for our Cities – Technology Review. June 1974.	1.00
38. Boston's New High-Rise Office Buildings: A Study of the Employees and Their Housing Preferences. July 1974.	2.00
39. Characteristics of Population: Families and Households, and their Levels of Income, for the City of Boston and the Metropolitan Area, 1960 and 1970 Actual, and 1980 and 1985 Projected. *Background Tables.*	.50
40. Boston's Southwest Corridor Development Potential; Analysis and Projection of the Social and Economic Impact. August 1974.	.50
41. A Study of Downtown Boston's "Captive" Retail Market of Office Employees and New High-Rise Apartment Dwellers: Where They Shop and Why. October 1974.	1.00
42. Is Boston the Most Costly? The Answer is No!! April 1975.	1.00
43. Publicly Subsidized Housing Developments in Boston. June 1975.	1.00

NOTE: Research Reports are available from the Research Department, Boston Redevelopment Authority, City Hall, Boston, MA 02201. A check in the correct amount, payable to the Boston Redevelopment Authority, should be enclosed with your request.

The Authority has improved its management over funding sources to the point where it is making better use of all programs, both traditional and new, and is in a stronger financial position than it has been in for years.

In the past year and a half the BRA has been successful in making a transition from the funding programs of the past to new sources of funding which have become available. In the course of this diversification program, the Authority improved its management over funding sources to the point that it is making better use of all programs, both traditional and new, and is in a stronger financial position that it has been in for years.

Urban Renewal Funding

After two years of discussion and debate, Congress passed on August 22, 1974 the Housing and Community Development Act. With this new legislation, urban renewal funding under the Housing Act of 1949 ceased. The Authority up to that time had obtained nearly $300 million in such funding – of which $133.6 million has been received these past four years – to carry out 18 renewal projects throughout the city.

The new act provides Community Development funds in a block grant to the city. The city, in turn, can use the funds for a wide range of activities, including urban renewal.

In anticipation of the new program, the BRA in 1974 conducted a complete review of the remaining activities in its projects. On the basis of the review, it proposed to the Department of Housing and Urban Development a multi-year funding program to help the BRA complete its renewal program. HUD responded by making $33 million available in urban renewal funds for fiscal year 1974 and an additional $1.5 million in fiscal 1975.

At the same time the BRA worked closely with the Mayor's office to determine what amount of Community Development money the Mayor and City Council would allocate to the BRA to carry out renewal activities. On February 24, 1975, the City Council approved the Mayor's proposal that $6 million of the $32 million available to Boston in Community Development monies be assigned to the BRA. It is anticipated that a similar amount will be made available to the BRA each of the next two years.

Future Funding

The Housing and Community Development Act of 1974 established a provision for the Secretary of HUD to provide discretionary funding for cities which are making the transition from urban renewal to the new Community Development program.

Early in 1975 the BRA began negotiations with HUD to obtain the remaining portion of the multi-year funding program it had requested from the Secretary's discretionary fund. The negotiations met with success and HUD has committed itself to providing $37 million over the next two years to help complete activities in existing renewal projects.

With the end of traditional renewal funding in sight, the BRA has obtained – and is using – alternative sources of funding.

Among the significant new sources of funding is the Environmental Protection Agency, which provides grants for major pollution control activities. One of the most costly activities in renewal projects is the upgrading of sewer and water lines. Accordingly, the BRA reviewed all such activities which remained to be done to determine whether this work was eligible for EPA funding. As a result of this review, it was found that projects totaling $9.4 million were qualified for EPA funds and those projects have been placed on the Federal priority list for future funding.

The Bureau of Outdoor Recreation in the Department of the Interior provides funds for parks and playgrounds and the BRA, once again, undertook a review of its renewal program to determine which of the proposed activities would be eligible for BOR funding. An earlier review and subsequent applications were instrumental in obtaining $1.4 million in BOR funds for parks and playgrounds. Currently, the BRA has applications in for $500,000 more in BOR funds.

The BRA's financial condition now and in future years has been improved because the BRA recommended to HUD changes in policy concerning renewal financing.

Historically, Federal urban renewal projects have been financed by Federally guaranteed loans. HUD grants are made over the life of the project to retire these loans. At the urging of the BRA, HUD has increased the rate of grant payments and consequently the amount of money the Authority must borrow has been significantly reduced. Borrowing less, of course, means that the amount of interest the Authority must pay on the loans has also been reduced. This new policy will help the Authority save at least $1 million in interest payments in the next year.

BRA Financial Status

(Stated in millions of dollars)

Status of Commitment	Federal Urban Renewal Funds	Community Development Block Grant	City of Boston Contributions	EPA Funding	BOR Funding	Urban Systems	Total
Undisbursed Funds Under Contract	$ 36.7 m	$ 6.0 m	$ 21.1 m	-0-	$ 1.4 m	$ 2.5 m	$ 67.7 m
Commitments for Future Funding	$ 38.5 m	$ 12.0 m	-0-	-0-	-0-	$ 18.8 m	$ 69.3 m
Applications Pending	-0-	-0-	-0-	$ 9.4 m	$ .5 m	$ 13.2 m	$ 23.1 m
Total Available For Future Activities	$ 75.2 m	$ 18.0 m	$ 21.1 m	$ 9.4 m	$ 1.9 m	$ 34.5 m	$ 160.1 m

CITY OF BOSTON KEVIN H. WHITE, *Mayor*

BOSTON REDEVELOPMENT AUTHORITY

ROBERT L. FARRELL, *Chairman*
JOSEPH J. WALSH, *Vice Chairman*
JAMES G. COLBERT, *Treasurer*
PAUL J. BURNS, *Assistant Treasurer*
JAMES FLAHERTY, *Member*
KANE SIMONIAN, *Secretary*

ROBERT T. KENNEY, *Director*

8/14/75

Property of
BOSTON REDEVELOPMENT AUTHORITY
Library